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Message Text

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PAGE 01 BONN 16730 200227Z

64
ACTION EB-11

INFO OCT-01 EUR-25 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

INR-10 NSAE-00 RSC-01 FAA-00 SS-20 SPC-03 NSC-10 L-03

PA-04 PRS-01 USIA-15 SCEM-02 SCI-06 INT-08 DRC-01

/130 W

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P R 191848Z NOV 73
FM AMEMBASSY BONN
TO USMISSION BERLIN PRIORITY
SECSTATE WASHDC 8801
INFO AMEMBASSY LONDON
AMEMBASSY PARIS
AMEMBASSY THE HAGUE
AMEMBASSY BERN
AMEMBASSY BRUSSELS
AMEMBASSY COPENHAGEN
AMEMBASSY VIENNA

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E.O. 11562: N/A
TAGS: ETRN, GW, WB
SUBJECT: CIVAIR - FUEL SHORTAGE; IGS ALLOCATIONS IN BERLIN

REF: (A) STATE 227144, (B) STATE 227143, (C) BONN 16657

1. CONVERSATION WITH CULLIMORE NOVEMBER 17 AGAIN INDICATES BRITISH LIKELY TO BE RECEPTIVE TO AN EQUITABLE SHARING OF AV FUEL AVAILABLE IN BERLIN FROM ALL SUPPLIERS. ASSUMING ALLIES REACH AGREEMENT TO SHARE, WOULD APPRECIATE MISSION'S IDEAS, WHICH WE UNDERSTAND YOU ARE ALREADY CONSIDERING, AS TO PRACTICAL MACHINERY FOR ACCOMPLISHING THIS IN BERLIN.

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PAGE 02 BONN 16730 200227Z

2. IT SEEMS TO US THAT SO FAR AS SCHEDULED IGS SERVICES

Declassified/Released US Department of State EO Systematic Review 30 JUN 2005

Declassified/Released US Department of State EO Systematic Review 30 JUN 2005

ARE CONCERNED WE CAN RELY ON CARRIER REPRESENTATIVES (PAN AM, BEA, AIR FRANCE AND MODERN) TO ESTABLISH AN EQUITABLE DIVISION OF RESOURCES, PROVIDING ALLIED MISSION REPRESENTATIVES RIDE HERD ON THEIR DECISIONS. PERHAPS BERCORD MEMBERS WOULD BE BEST SUITED TO TAKE ON THIS TASK. WE ALSO BELIEVE THE US ADMINISTRATOR FOR AERONAUTICS, WHO IS LOCATED AT TEMPELHOF WITH MOST FUEL SUPPLIERS AND OBSERVES DAY-TO-DAY IGS CARRIER OPERATIONS, SHOULD BE INVOLVED. WE ALSO ASSUME FRENCH WOULD WISH TO BRING IN THEIR CIVIL AVIATION ADVISER, PAUREAU, AND THAT THE BRITISH (HAVING NO CIVIL AIR ADVISER IN BERLIN) WOULD WISH TO HAVE THEIR BONN CAA IN ON PRINCIPAL DISCUSSIONS. SOME ADDITIONAL POINTS FOLLOW WHICH WE THINK SHOULD BE BORNE IN MIND.

3. NON-SCHEDULED OPERATION. FOR BOTH ECONOMIC, POLITICAL AND PUBLIC SERVICE REASONS, CHARTER OPERATIONS OUT OF BERLIN SHOULD BE MAINTAINED AT A REASONABLY HIGH LEVEL, BUT WE ARE NOT SURE AT THE MOMENT JUST WHAT THAT LEVEL SHOULD BE. SINCE THE CHARTER OPERATORS OUT OF BERLIN ARE CARRYING ESSENTIALLY GERMAN AND GUEST-WORKER PASSENGERS, FRG DOMESTIC DECISIONS ON FUEL ALLOCATIONS TO INTER NATIONAL CHARTER TRAFFIC WOULD BE AN IMPORTANT CONSIDERATION IN DETERMINING THE SHARE OF FUEL THE SUPPLEMENTALS SHOULD CONTINUE TO RECEIVE. WE EXPECT FRG VIEWS ON CHARTER TRAFFIC MAY DEVELOP NEXT WEEK. MOST CHARTERS FOR THE NEXT FEW MONTHS AND FOR THE HOLIDAY SEASON, WILL HAVE ALREADY BEEN SOLD TO THE PUBLIC BY THIS TIME OF THE YEAR.

4. MODERN AIR TRANSPORT. FOLLOWING A CONVERSATION WITH VICE PRESIDENT MCGLON, WE ARE FAIRLY CERTAIN THAT IN A SITUATION OF REDUCED FUEL SUPPLY, MAT WOULD APPLY TO THE CAA'S TO TERMINATE ITS TWICE DAILY SAARBRUECKEN SCHEDULED SERVICES. MAT COULD NOT AFFORD TO CANCEL PROFITABLE SOLD-OUT CHARTERS IN ORDER TO HAVE FUEL FOR THE SAARBRUECKEN SERVICE, WHICH STILL IS OPERATING AT A LOSS IN SPITE OF SLOW, CONTINUING IMPROVEMENT IN LOAD FACTORS. BECAUSE IT IS ALMOST WHOLLY BERLIN-BASED, FUEL CONSUMPTION OF ITS CONVAIRS IS VERY HIGH, AND ITS LIMITED OPERATIONS, MAT WILL BE ESPECIALLY SENSITIVE TO FUEL RESTRICTIONS.
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5. WE WILL BE IN CLOSE CONTACT WITH FRG OFFICIALS THIS WEEK TO DETERMINE THEIR PRESENT THINKING RE MAINTENANCE OF IGS SCHEDULES AS NEAR AS POSSIBLE TO PRESENT LEVELS DURING PERIOD OF FUEL SCARCITY. WE WILL TAKE THE POSITION THAT PRIORITY ALLOCATIONS OF AVIATION FUEL TO THE IGS MUST NOT COME OUT OF FUEL AVAILABLE TO PAN AM FOR MAINTENANCE OF ITS INTERNATIONAL SERVICES TO AND THROUGH THE

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FRG.

6. FOR THE DEPARTMENT: THE EMBASSY WILL BEAR IN MIND THE CAUTION EXPRESSED IN PARA 3, REFTEL (A) CONCERNING PAN AM'S FUEL POSITION WITH RESPECT TO ROUTES OTHER THAN THE IGS.
HILLENBRAND

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EO Systematic Review
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